









city to the country and the constitution regard-

ers of consequence personal to themselves. There were ten northern men who dared to perform their duty by voting to admit Missouri into the Union on an equal footing with the original States, and with no other restriction than that imposed by the Constitution. I am aware that they were abused and denounced as we are now; that they were branded as dough-faces, traitors to freedom, and to the section of country where they came from.

Mr. GEYER. They honored Mr. Lannan, of Connecticut, for learning him in effigy.

Mr. DOUGLAS. Yes, these abolitionists honor Mr. Lannan in Connecticut just as they honor me in Boston, and other places, by burning me in effigy.

Mr. CASS. It will do no harm.

Mr. DOUGLAS. Well, sir, I know it will not; but why this burning in effigy? It is the legitimate consequence of the address which was read forth to the world by certain senators whom I denominated, on a former occasion, as the abolition candidates. The senator from Ohio presented here the other day a resolution—he says intentionally, and I take it so declaring that every senator who advocated this bill was a traitor to his country, to humanity, and to God; and even he seemed to be shocked at the results of his own address when it was exposed. Yet he did not seem to know that it was in substance, what he had advised in his address, over his own signature, when he called upon the people to assemble in public meetings and thunder forth their indignation at the criminal betrayal of precious rights; when he appealed to millions of the people to desert the ranks of the Union, and to inflame passion, and fanaticism, and prejudice against senators who would not consider themselves very highly complimented by being called his equals? And yet, when the natural consequences of his own action and advice come back upon him, and he presents them here, and is called to account for the production of the act, he produces his production of regret, and says that he is deeply grieved, and that he will endeavor to do all in his power to prevent such a repetition of the act.

Mr. SUMNER. I sincerely to correct the senator in a statement in regard to myself, to the effect that I had said that Missouri came to the Union under the act of 1820, instead of 1821. I further to designate any particular act under which Missouri came into the Union, but simply asserted as the result of the long controversy with regard to her admission, and as the end of the whole transaction, that she was received as a slave State; and that on being received, whether or not, the obligations of the compact were fixed—irrevocably fixed—so far as the south is concerned.

Mr. DOUGLAS. The senator's explanation does not help him at all. He says he did not state under what Missouri came in; but he did say that I understood him, that the act of 1820 was a compact, and that he was to receive in certain territories, and did come in pursuance of the compact. He now uses the word "compact." To what compact does he allude? It is not to the act of 1820? If he did not what becomes of his conclusion that the eighth section of that act is unconstitutional? He will not venture to deny that reference was to the act of 1820? He will refer to the joint resolution of 1821, under which Missouri was admitted? If so, we do not propose to reveal it. We admit that it was a compact, and that its obligations are irrevocably fixed. But that joint resolution does not make slavery in the Territories. The Nebraska bill does not propose to reveal it. It is a declaration in any way. Then, sir, you do not take back your correction, and admit that you did mean the act of 1820, when you spoke of irrevocable obligations and compacts? Answering, then, that the senator meant what he is now unwilling either to admit or deny, even when pressing to correct me, that Missouri came in under the act of 1820, I have to say, however that she did not come into the Union under that act. I have proven that she was received admission under that alleged compact. I have, therefore, proven incontrovertibly that the material statement upon which his argument rests is wholly without foundation, and unequivocally contradicted by the record.

[To be continued.]

Correspondence N. American and U. S. Gazette.

**Railroad Progress.**

Pennsylvania, April 10, 1854.

The amount of business done upon the Pennsylvania Railroad since the opening of the mountain division, has been very large. The Allegheny mountain is now crossed in two hours, and people may pass it without their knowledge. A new era in the history of Pennsylvania is now begun.

The Ohio and Pennsylvania Railroad is remarkably successful. In the month of March it carried over thirty-five thousand passengers, and its receipts were eighty-one thousand dollars, or more than double the receipts of the corresponding month of last year. In the first quarter of the present year its receipts have been two hundred and twenty thousand dollars, or more than double the receipts of the corresponding quarter of last year. The estimate made by the Superintendent of the receipts of 1853 was \$500,000; the actual receipts were \$668,000. His estimate for 1854 was \$800,000 and there is strong reason to believe that it will be exceeded.

The Directors have contracted for American iron sufficient to lay down a double track for eighteen miles of various kinds of work on the road in the month of March, without any one having a wheel of the track.

The road has earned \$81,150 in the past month, notwithstanding the Ohio river has been in good navigable order, and an active competition has been kept up by the Cincinnati packets and by the Western and Cleveland routes.

Chicago is now probably the most important point for travel in the whole west, and this fact seems to be much better understood in New York than in Philadelphia. The two great New York lines to the Michigan to Chicago, are doing an immense business, and Philadelphia will find that it has to compete for the business of Chicago, or to leave her to the westward. The fact is, that the westward is a direct line to Chicago, and the control of the ticket office there.

The line from Fort Wayne to Chicago, 147 miles long, was undertaken with that view, and will be finished in about a year; but the work is lagging for want of money, and New York interests are trying to obtain the control of it. When the construction at Warsaw started the work, and from Philadelphia was confidently anticipated; but the President's visits have been unsuccessful, and the Northern interests ought to finish the line to control the road.

The road is nearly an air line with light grades, and easy of construction. Its importance is scarcely over-estimated; and if it should go out of the reach of Pennsylvania influences, Philadelphia will lose more by not giving a little aid than she is likely to gain by her large investments in some other more costly line.

**Reinforcements.**—The most striking feature in the news brought by the steamer, which arrived at New York from Europe on Saturday afternoon, is the announcement that the Russian Government will publish, in its return, a batch of secret English letters on the Oriental question, and among them several from Prince Albert.

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"The Lafayette Courier speaks in high praise of the Penola, and says: 'The singing of the Mieses Avondale was listened to with marked attention, and the burst of applause which greeted them on each appearance was a guarantee of the general satisfaction of the audience.'"

**Concert and Panorama.**—We received a letter from Lafayette last Monday, stating that Brewster's grand Panorama of Niagara Falls, the Mammoth Cave, the London Crystal Palace &c., accompanied by the Mieses Avondale, whose vocal talents have acquired for them the title of "The New England Nightingales," would be here about the middle of the week. As they have not yet arrived, we presume they have been detained on the road, and will probably be here next week.

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## Fort Wayne Sentinel.

SATURDAY, APRIL 29, 1854.

### DEMOCRATIC MEETING.

Notice is hereby given to the democratic voters of Allen County that there will be a Democratic Mass Meeting held at the Court House, on Saturday, the 13th of May next, at 2 o'clock P. M., for the purpose of choosing Delegates to the State Convention to be held at Indianapolis, on the 24th day of May next.

By order of the County Committee,  
F. P. RANDALL, Chairman.

April 28th, 1854.

### Iron for the Fort Wayne and Chicago Railroad.

We learn from the New York Tribune of the 11th inst. that Messrs Winslow, Lanier & Co. have purchased 8,000 tons rails in addition to the 8,000 tons before purchased, making in all 16,000 tons, for the Fort Wayne and Chicago Railroad, at satisfactory rates, being all the rails needed to complete the line. These rails are to be of Welsh manufacture, and to be shipped to the port of New York during the present spring and summer.

This road is bound to go ahead, and be finished as quick as possible. It will do an immense business, consequently the sooner it can be done the better, as it will then commence to pay heavy dividends to those who are fortunate enough to hold its stock.

**New Line of Packets.**—A correspondent of the Toledo Blade states that Doyle is getting a line of packets ready for the Wash & Erie Canal, which will commence running in a short time. Doyle is a favorite on this line, and will doubtless receive a large share of patronage.

Petrol's line will commence running twice a week between this place and Toledo on the 1st of May.

We are informed that owing to the great rise in the price of building materials here, there will not be near so many houses erected this season as had been contemplated. This is much to be regretted, as there is a great need of more dwellings here. There is not an empty house in the place, and all that will be built will not be half sufficient to accommodate the great influx of population we shall witness this summer.

**The Metropolitan Bank Scandal.**—Last week we cautioned our readers against taking notes purporting to be issued by the Metropolitan Bank of the District of Columbia, a batch of which have been brought here for the purpose of getting into circulation.

The whole affair is a fraud, there being no such bank in existence. We copy the following from the National Intelligencer:

PORT WYNE, April 14, 1854.

GENTLEMEN: Allow me to say of your subscription of some years' standing, to ask of you some information. I fear there is a clerical error in your city known as the Metropolitan Bank of Washington City? Are there public stocks any where deposited under a charter for its redemption? Are there responsible and honorable men connected in its management? There is an attempt made here to give that paper a false information. I fear it is a swindle, yet some innocent men not well able to meet the loss may suffer by receiving it. Please reply, confidentially or otherwise, as your judgment may direct.

NOTE BY THE EDITORS.

Deeming it best to give a public answer to the above inquiries, we state—

1st. There is in this city NO SUCH BANK as the "Metropolitan Bank," nor any one nearly in name to it, except the old "Bank of the Metropolis," established forty years ago.

2d. There being in this city no such Bank as the "Metropolitan Bank," there can be of course no public stocks deposited here for the redemption of its notes, and nothing is known here of the persons who are connected with its management.

The steamship City of Glasgow is supposed to be lost, with all on board. She left Liverpool for Philadelphia on the 1st March, under command of 400 souls on board, and has not been heard of since. It is feared she has been sunk by the ice, a large quantity of which has been seen in the Atlantic this spring.

**The New York Crystal Palace** is to be reopened on the 4th May next. Mr. Barnum has assumed the management, and intends to make it more of a "People's Exhibition" than it has been last year. The mechanic and artisan are to occupy the prominent positions in the exhibition; the prices of admission are to be redeemed, and other measures adopted calculated to redeem it from the difficulties of the former management, has involved it in.

**The Snow Storm** with which we were visited on Saturday and Sunday, the 13th and 16th inst., appears to have been general throughout the country. We see it noticed in our exchanges from every direction. On the Atlantic coast the storm, both of snow and wind, was terrific, and a large number of vessels were wrecked, occasioning a dreadful loss of life. It was the most important element of disaster ever witnessed.

**SHIPWRECK—250 Lives Lost!**—The ship Powhattan of Baltimore, from Havre to New York, with 200 passengers, was cast on shore on Saturday night, the 15th inst., on the Jersey coast, between Egg Harbor and Barnegat, during a tremendous storm. About 5 o'clock next morning, 100 of the passengers were swept overboard by an immense wave which broke over the ship; several of them were washed ashore, but were all dead, and much bruised from the force with which they had been dashed against the vessel and the shore. Soon after the ship's masts went overboard, and the vessel was burst into fragments, launching every soul into eternity! Of the entire crew, officers, and passengers of this ill-fated ship, numbering over 250, not one was saved to tell the tale!

One hundred and fifty dead bodies have washed ashore, and the coast is literally strewn with the baggage of the unfortunate emigrants. The bodies are mostly women and children, and appear to be German.

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In these fashionable times, it is a great thing to be able to get a neat fitting shoe of gaiter—especially for those who have small feet and neat ankles—and there are many such in Fort Wayne. No matter how well a person is dressed, a neat shoe must be had to render all complete; it may justly be styled the foundation of all dress. FRANK AVALINE holds just the same opinion on this subject that we do, and he "proves his faith by his works." He is now opening, at his new store, corner of Calhoun and Main streets, such an assortment of Boots, Shoes, Gaiters, &c., as are seldom seen in this part of the country.

Every body will find there the very article that line they would wish. No matter what kind of a foot they may have, or what their taste may be—Frank can supply them, and that, too, on the most reasonable terms.

We are getting quite into city fashion here now. Moses Drake has established a city express wagon, and will deliver all articles purchased of him, to any part of the city, free of charge. This will be a great accommodation to his customers, and Moses deserves credit for his enterprise.

**The Western Democratic Review.**—We are gratified to learn that this Review is acquiring a deserved celebrity, and bids fair to assume a high rank among the periodicals of the country. It is a credit to the character of our state and richly deserves the success which it meets with.

The contents of the April number are—Annexation of Mexico; The Press; The Marriage of the Graces; Irish Genius No. 2—Curran and his Contemporaries; Nebraska; Tenebris; Biographical Notice of Andrew Johnson; Editor's Table.

It contains a finely engraved portrait of Hon. ANDREW JOHNSON, Democratic Governor of Tennessee, with a well written biographical sketch of that distinguished man, from the pen of the Editor.

The present number has been rather late in making its appearance; but the editor states that the arrangements of the printers are now such, that the future numbers will appear promptly on the first of the month.

Edited and published by G. P. BULL, Indianapolis. Terms \$3.00 per annum.

**LOCKED ON THE UNDERSTANDING.**—but W. Jacobs in Calhoun street, has thrown it quite into shade. He is now receiving a tremendous stock of Boots and Shoes calculated to suit the understandings of all classes of our citizens. The ladies will find the neatest and smallest of gaiters and slippers, rivaling in beauty the celebrated glass one Cindersella once lost at a ball; and the gentlemen, also, will find every thing they may require in the same line. Mr. Jacobs has long been celebrated for the quality of his goods and the low rates at which he sells, and he designs this season to add still further to his well-earned reputation.

**Cheap Clothing.**—Messrs. Bostick & Bolman are prepared to clothe the naked and those desiring in any way to adorn the outward man, in the most reasonable terms. Their garments are all made by themselves, and they richly deserve a liberal share of public patronage.

**Fashionable Millinery.**—Mrs. Salley has just opened a most splendid assortment of millinery, embozeries, needle-work and fancy articles generally which cannot be beat this side of Steward's Marble Palace. Some of the bonnets are beautiful, and must make the ladies who wear them perfectly irresistible. We tremble for the effect they will have on the incorrigible bachelors who have so long vegetated here. Poor fellows! they will have to submit at once, like Capt. Scott's com. Nothing sets off a pretty face like a neat bonnet appropriately trimmed, and Mrs. Salley's is just the place to supply this great desideratum.

**WADE SHOEF** proclaims his readiness to transform the most homely hombr into a perfect Adonis; and those acquainted with his marvellous taste and skill in the use of the shears know that he can do it. *Measures* not men is the true doctrine after all, and Wade is the man who exemplifies it. He has a fine stock of Cloths, Cassimeres, Vestings &c., which he is ready to make up on the shortest notice; and he also keeps a good assortment of Ready Made Clothing on hand. Call at his Gothic Hall, and you can be fitted out in any style you wish.

We congratulate brother Cook of the Wreath, and his amiable coadjutor, on their last issue. It is a nice article appropriately decked in SMALL CAPS, and will doubtless make a noise in the West. We notice Graham's Magazine for May has an appropriate illustration of the subject—the first picture under the head of "Sp. of Punch." Graham is a cute fellow and always ahead.

**Duty on Railroad Iron.**

An effort is on foot to abolish the duty on railroad iron. A bill has for some time been before the U. S. Senate the object of which is to give a credit to railroad companies for the duty on iron which they may import is subject. On the 11th inst. Judge Douglas offered an amendment to the original bill, providing for the abolition of the duty upon all railroad iron which has been imported since the first day of July, 1853, or which may be imported prior to the first day of 1857. The amendment was as follows:

That when it shall be satisfactorily proved to the Secretary of the Treasury, that any railroad iron imported since the first day of July, 1853, and prior to the passage of this act, for the purpose of being applied in the construction or repair of any railroad, has been actually laid down on any railroad, he shall allow a drawback of the duties on such railroad iron, so laid down, of being used as and for rails for railroads, and no iron shall be considered as railroad iron, until it has been so used.

That so much of any law now in force as imposes a duty on imported railroad iron be suspended from and after the passage of this act until the first day of July, 1857, and no duties or credits shall be collected on railroad iron imported from any country prior to said first day of July, 1857, provided, however, that at the time of such importation the importers shall execute to the United States a bond, with such sureties and such penalties as the Secretary of the Treasury shall direct to be approved by said Secretary, conditioned that said iron is bona fide imported for the purpose of being used as and for rails for railroads, and for no other purpose; and to be laid down and actually used by the person or company so importing the same within two years from the time of their importation; and upon the proof furnished to the Secretary that the said iron has been so laid down and used, the said bonds shall be given up and cancelled; and provided further, that no iron shall be considered as railroad iron, within the meaning of this act, except such as is prepared to be laid down as rails upon railroads without further manufacture.

On the occasion of presenting this amendment Judge Douglas remarked that the bill, as it now stands, presented no substantial advantage to the

railroad interests. It left them to go on with their works with a heavy debt hanging over them, and for the payment of which they were always to be preparing. The treasury was now full, and he expected that the government would be in need of funds during the next three years. He was not aware of any other article the duty on which could be taken off with greater benefit and advantage to the great interests of the people than on railroad iron. This amendment required no further legislation. In 1857 the suspension of the duty would expire, and then collection be resumed.—Chicago Democratic Press.

**FOREIGN NEWS.**

**Three days later from Europe.**

New York, April 29.—The steamship Asia arrived this morning, bringing Liverpool dates to the 8th instant.

The cotton market was steady, the prices remaining unchanged; sales during the week of 34,000 bales. The price of flour had declined 25. The price of corn declined 6d. Wheat declined 3d. Money easy. Consols largely advanced, closing at 87.

Czar had submitted peaceful propositions to the combined Powers, but they were rejected. Negotiations between Austria and Prussia had not yet closed, but Prussia had joined in a protocol signed at Vienna, between England and France, and Austria.

The combined fleets were about to blockade Odessa. The Russians have evacuated Alana. The expulsion of the Greeks from Turkey has been resolved upon by the latter Government.

A violent shock of an earthquake had been experienced at Smyrna. Accounts from Athens, Greece, state that the Ministers of Finance and Justice had resigned. The port of Prevesa had been declared in a state of blockade.

Saili reported to have been taken by the Turks. The combined Baltic fleets were still at Kiogo Bay. The report of the recent successes of the Russians is doubted.

It is stated by the Paris Patrie newspaper, that the accounts of the advantages gained by the Turks on the lower Danube had been confirmed, and the Russian General, after the passage of his troops into Dobruddsch, considered his position as critical, that he demanded reinforcements from Bessarabia, Odessa, and Sebastopol.

Spain.—A revolution had broken out in Barcelona, and several persons were killed. ITALY.—The assassin of the Duke of Parma had been arrested.

ENGLAND.—A portion of the staff of Lord Raglan left Portsmouth on Friday for the seat of war. The Queen has issued her proclamation regarding Russian merchant vessels in her Majesty's Indian territories, which are quite liberal. Vessels with cargoes are not allowed to enter the Black Sea.

It is now reported that the English cavalry will not pass through France, but be conveyed to the East by transship.

Sir Charles Napier had made an address to the sailors of the fleet, in which he stated that war had been declared, and all they had to do was to pitch into the enemy and thrash 'em.

The house of R. Dunlop, in Amsterdam, is reported to have failed for a large amount. It is said that the Greek Government has sent three Russian ships of war with all the materials aboard.

The Sultan had sent additional troops to Albania, where there was much fighting. It is reported that Austria will shortly issue a manifesto explanatory of her position.

On million pounds sterling have been removed from the fortress of St. Petersburg, destined, it is supposed, to be used for war purposes.

Hostilities are expected to commence in the Baltic at an early day. The Court of the Empress of Russia has been removed to Moscow. It is rumored that Austria will make the Russian passage of Balkan a cause of war.

Two Russian screw steamers in the course of construction in England have been seized by the British Government. American stocks are in nominal demand—moderate. Pennsylvania live's 78.840. Maryland 92.

Liverpool, Saturday.—Cotton was steady at 53.50. Fair Orleans, 61; Uplands, 62; Middling, 64.

Breadstuffs quiet. McHenry's quarts western flour at 36s. 6d.; Canal at 37s. Philadelphia and Baltimore, 37c.; Canal 37c.; Canal 37s. 6d. White and yellow corn at 41s. 42s.

Bacon dull. Beef unchanged. Pork quiet. Lard dull. Tallow quiet.

**One Week Later from Europe.**

Breadstuffs Improved.—Black Warrior Difficulty Settled.—Japanese Ports Opened to Russia.

The steamship Arabia arrived here this morning with dates to the 15th; from Liverpool. Breadstuffs had recovered from the depression last week, and at close advanced of 1s on flour, 6d on wheat.

Western Canal flour quoted at 37s 6d, Ohio 39s. White wheat 12s and 3d. CORN.—Good qualities of white 43s, Yellow 42s.

Provisions generally firm and in fair demand. Lard advanced to 34s. LONDON MONEY MARKET.—Consols advanced to 87.

Quotations for American securities show no change. Trade has slightly improved.

An important ally was made from Kalafat and a sanguinary engagement of 4 hours' duration took place. The Russians were routed and pursued for some distance. A British steamer 5 was arrived at Malta on the 7th, with important news.

The Turks purposely left a passage for the Russians to Hircova, then blocked them in, and then attacked them in the rear. After a hard fight, half of the Russians were to pieces, and the rest crossed the Danube. General Caravello with 3000 troops arrived at Constantinople on April 5th. The declaration of war by England and France was known in Turkey and caused much excitement.

Handover sides with the Western Powers. All the minor German States, except Bavaria, do likewise, and have been detached from the Russian Napier's fleet, and were sent to the Gulf of Finland.

The British Frigate Empress had chased a Russian corvette into Spagburg. MARSEILLES, April 14th.—Admiral Bruat has replaced Admiral Hamelin in the Black Sea, for the purpose of giving the Russian fleet the Chief command of the fleet, while General St. Armand is to have command of the land forces.

LONDON, SATURDAY.—The Daily News, under date of Copenhagen 16th inst., the British Frigate Amphion, of 34 guns, is ashore near Brago and all attempts to get her off have proved fruitless.

The Post, from Hamburg 14th, reports Admiral Napier as having received a dispatch from St. Petersburg, and been anchored at Helsinki, and wished to gain the port of Revel.

Odessa, April 2d.—All the French and English vessels have been sent out of port. In England there is nothing doing on account of the Easter Holidays. Weather dry and fair.

Spain.—Sole has received instruction to demand reparation for the Black Warrior affair. On the 6th, the Spanish Government gave the needed apologies, and full recompense, besides blaming the Captain-General of Cuba for his conduct.

Cuba.—The Russian Mission had apparently succeeded in its mission to Japan. A Russian

steamer arrived at Shanghai from Mangki on the 10th.

The Emperor of Japan had consented to negotiate, and had sent ministers to treat with the Russian offers of arbitration. The Japanese ministers reported they would undoubtedly open their ports and required time.

**Napier's Address.**—The following address to the fleet has been issued by Sir Charles Napier: "Lads: War is declared. We are to meet a bold and numerous enemy. Should they offer us battle, you know how to dispose of them. Should they remain in port, we must try to get at them. Success depends upon the quickness and precision of your fire. Lads, sharpen your cutlasses, and the day is your own."

**From the Railroad Record.**

**The Great Pacific Railroad to Oregon.**

The following communication, addressed to E. Gest, Esq., as President of the Fort Wayne, Lacon & Platte Valley Railroad company, has been sent to the publication, it contains views of the Pacific Railroad worthy the attention of the public. The subject is an exciting one, in which every citizen of the Union is interested, and any thing giving light upon the subject is acceptable.

Mr. Simpson speaks of a map of Oregon, by Col. John B. Preston, sent to us. This may, in connection with the Hydrographic maps of Col. Gillip, give the best possible view of the several routes of the proposed Pacific Roads. We are so fortunate as to have a set of these last named maps, which we shall be happy to show any of our friends.

We commend Mr. Simpson's communication to our readers.

**Railroad Company.**

Sir—I have noticed with much pleasure and satisfaction, various reports of the union of all the great Eastern and Northern railroad interests in one main trunk line, commencing at Fort Wayne in Indiana, and terminating for the present at the mouth of the Oregon river, and thence with the avowed intention of extending the same round up the valley of the Platte river, and through the South Pass to the Pacific Ocean. This is the most formidable move towards the commencement of a great Continental Railroad yet set in motion, and from all the circumstances attending it, the conviction forces itself upon my mind that it is a work of necessity and duty.

The object I have in addressing you on the subject is to direct your attention to the final Pacific terminus.

By continuing up the Sweet Water and following along the southern base of the Wind River Mountains, you reach the summit level of the continent on the dividing ridge between Utah Valley and the Great Salt Lake, and thence in the Cascade Mountains, opposite the head waters of the Willamette River. Entering this favorable pass, you are conducted through the great Sierra of the North and ushered into the beautiful parkland of the Willamette, the following it down to Salem, the present seat of the Territorial government, thence to Oregon City and Portland, the largest and most flourishing commercial towns now in the Territory, and thence down to Columbia river to Astoria, with a bifurcation from the mouth of the Columbia river to Steilacoom, on Puget Sound.

This route contemplates the only natural water grade of the North American continent, with an average grade















